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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XIX • NUMBER 3 • JANUARY/FEBRUARY 2001



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

This issue marks the eighth year I have been the Editor of the **Torque Tube**. This is a volunteer job for which I receive no pay. I do it because I enjoy it. My pay is the nice comments I receive. But I could not do it without Dug Waggoner's help. He is the Art Director and also started working on the magazine with me eight years ago. He is responsible for the nice look of the magazine. Thanks for all your help Dug.

Ads for club members are free. After your ad has appeared, I will rerun it again free if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for my e-mail and postal mailing addresses.

Would anyone put honey, oil, kerosene, glucose, sugar or salt solutions in their radiator instead of anti-freeze? Well in 1938 Buick thought so and warned against using these items on page 30 of the Owners Manual.

Received an e-mail from Andrei Bogomolov in Moscow, Russia. He writes: "This summer one very nice 4-door 1938 Buick participated in the Moscow *Avtocockzotika*-1999 show. But the owners weren't too friendly when I tried to speak with them. I'd say there was something from criminal style in their behavior. So I left them for many other interest-

ing chats with oldtimer enthusiasts."

Lauren Matley (#46) in Washington is making progress in the restoration of his 37-46C Special Con-



vertible Coupe. He is painting it Francis Cream, a 1936 Buick color. He hopes to have it completed by next summer.

Just spoke with a man who recently purchased a '37 Sport Coupe Model 46S. It ran well, so he decided to drive it to work. All of a sudden he lost oil pressure and heard a noise from the engine. One of the original connecting rods started throwing babbitt and knocking because it was starved for oil. It was not getting oil because sludge had clogged the oil passage to the rod bearing.

So the moral is, if plan to drive a car that has not been run in a long time, drop the pan and remove any sludge. Otherwise the sludge will clog up the oil pump screen or oil galleries, burning out the bearings.

This photo (left) is of GM President "Bunky" Knudsen appeared in the May 17, 1937 Life magazine. The caption reads: "The best liked executive in General Motors has long been a onetime Danish immigrant named Wilhel Poul (William S.) Knudsen. On May 3, GM President



TORQUE TUBE
FOUNDED IN 1980 BY DAVE LEWIS





Alfred P. Sloan was made chairman of the board and Knudsen stepped up to the presidency. Knudsen once was production manager for Henry Ford who called him a production genius. He became a public figure during the General Motors strike last January, when he showed patience and good humor as the company's chief negotiator."

Anthony Wright (#1192) in New York City took these two photos (above) of his 37-61 Century Sedan while he visited

with his cousin and his wife in Vermont last summer. Note the classic old motor court he stayed at near Lake Placid, NY. Anthony said the inside felt like something out of the 1930's, bedsprings and all.



Anyone out there want a challenge? This 1938 Roadmaster Convertible Sedan Model 80C is for sale. It has dual side-mounts, a radio and heater but needs a total restoration. The price is \$12,500. If you're interested, contact: Pipe Creek Trading

≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classicar.com/clubs/buick/buick.htm>

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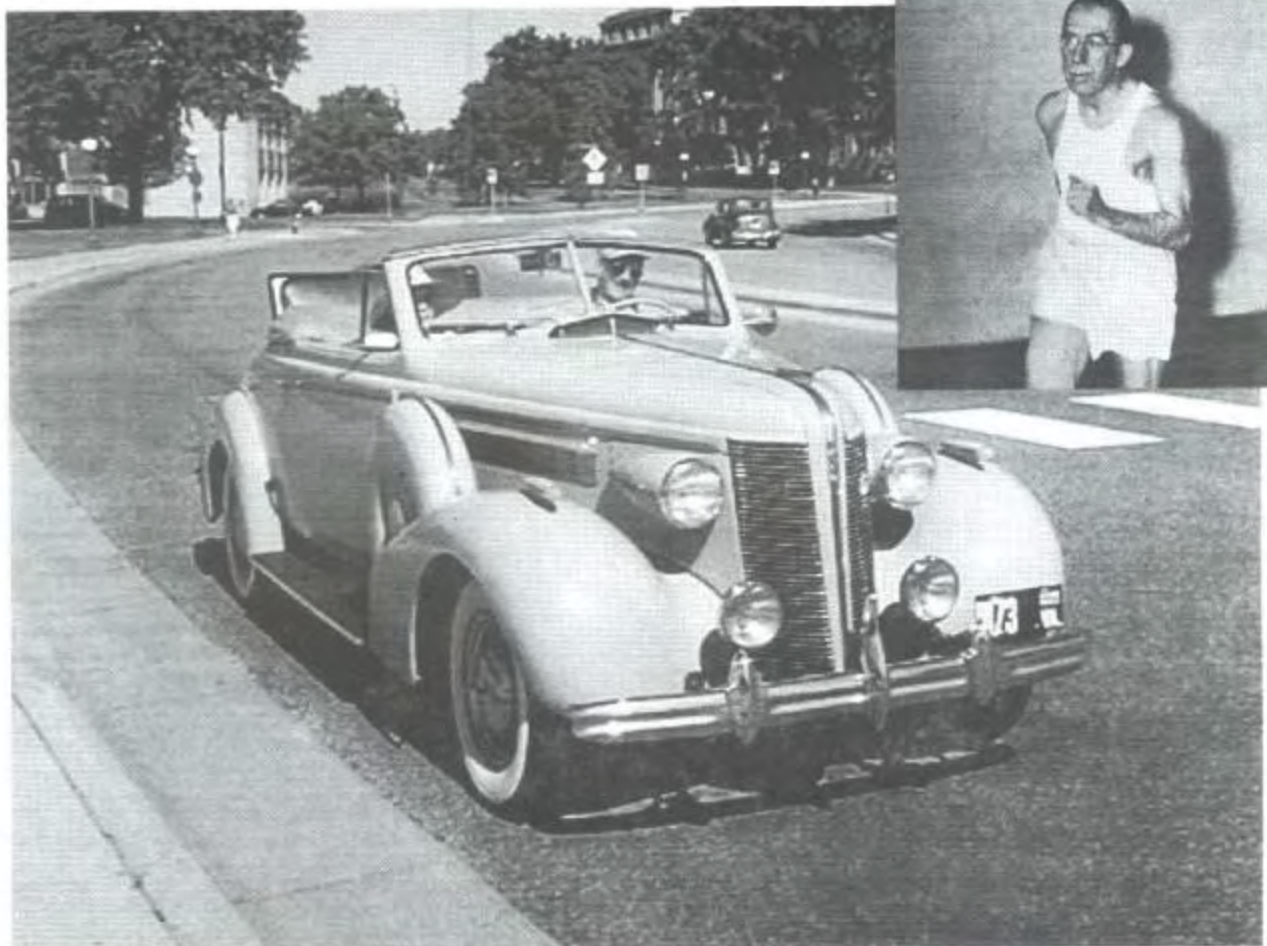
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Company in Maryland. Phone: (410) 751-5500. E-mail: info@pipecreektrading.com

This Samarra Beige 1937 Special Convertible Coupe belongs to **Karl and Dorothy Anderson** (#47) in Berryville, VA. They drive it everywhere including across the USA. The original owner of their car was Senator Theodore F. Green of Rhode Island. He was a wealthy lawyer and former state Governor. The airport in Providence, RI is named for him.

Senator Green was 70 years old in 1937 and extremely fit. The inset photo shows him working out at the Senate Gym.

This old photo shows a '38 Buick sedan and other cars crossing the Tehachapi Ridge on Highway 99 in Kern county, California. Thanks to **Mark Garcia** (#1390) for sharing it with us.

Another scene from yesterday, a black '38 sedan at a drive-in restaurant.





Meet **Brian Jensen** (#1372) from Baltimore, MD. Brian owns this black 1938 Special Two-Door Trunk Back Sedan Model 48. Brian works for the Museum of American History in Washington, DC. It's part of the Smithsonian Institute. Brian recently purchased some Guide lights for his car.

There will be a **37/38 Western Meet** in the **Seattle, Washington** area Tue-Wed-Thur **June 12-14** if there is enough interest. The tentative schedule includes visits to some private car collections (Packards, Dusenbergs, hot rods, Ford V-8's, Woodies, motorcycles), antique stores, Boeing Museum of Flight, a collector car dealer in a historic old Buick dealership building and Tacoma's Farmer's Market and antique row. A minimal re-

sponse is needed by April 15 or this event will be cancelled. If you're interested, contact **Jerry Barton** (360) 825-5230 or **Lauren Matley** (253) 603-8887 or (253) 833-8774. E-mail: lkmatley@home.com

New member **Bob Hettinger** (#1562) is now making reproduction hood hinges for 1937 & 1938 Buicks. He will custom cut the length of each one to fit your particular car. Bob says they have

been tested on cars and are an all stainless, true repo of the original. The cost is \$195 plus shipping and sales tax for California residents. If you're interested, contact Bob at (916) 362-2597, in Sacramento, CA or you can e-mail him at: marbo1000@netscape.net See Bob's ad on

1937-1938 Buick "Hood Hinges"

FOR SALE

All stainless steel reproduction of the original trim

\$195.00 plus shipping and tax (ca)



*All orders custom "cut to length"
to fit your model and year.
(916) 362 2597
email: marbo1000@netscape.net*

Bob's Specialty Parts
9282 Sungold way
Sacramento, Ca. 95826

page 30 of this issue of the *Torque Tube*.

Here's **Glenn Hildeman** (#1524) and his 1937 Roadmaster Sedan Model 81. Its first outing was in Oceanside, California last October where it won the "Best of the Rest" prize. Congratulations Glenn.

One of our newest members **Donald Fadden** (#1557) from Redding, (Northern) California, owns this 1938 Special 4-Door Trunk Back Sedan Model 41. Buick made a total of 82,191, the most popular model in 1938.

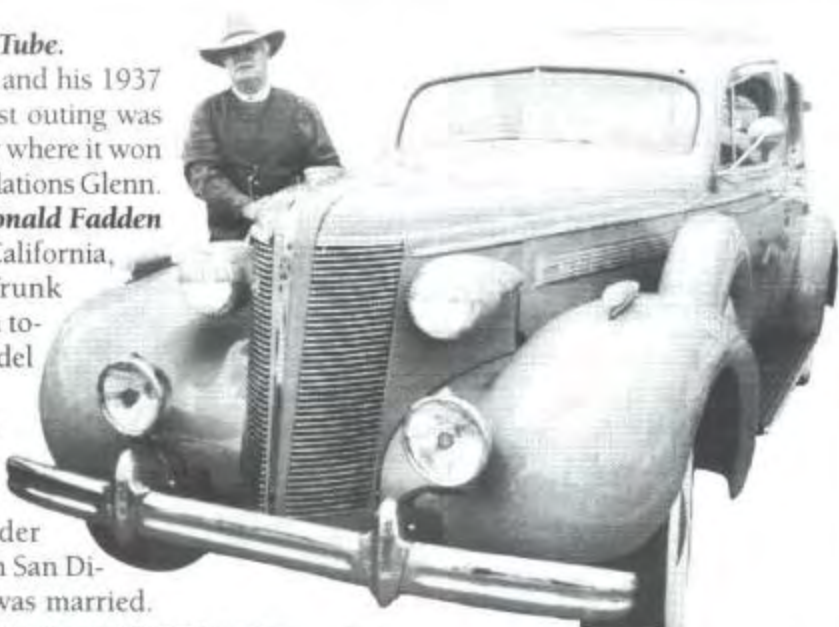
Kent and Jean Johnson are shown below with their first car, a 1938 convertible. It was beige with a black top, sidemounts and fender skirts. Kent purchased it for \$400 in San Diego, California in 1941 before he was married.

Kent said it was capable of high speeds but he never drove it fast because of gas rationing. He sold it after the war ended.

Kent and Jean will celebrate their 59th wedding anniversary this year. Kent is now 80 years old. They live in Brainerd, Minnesota. Thanks to **Charles Jekofsky** (#524) in Washington, DC for sending me this story he found on the Internet.

On the top of page 6 take a look at this beautiful 1936 right-hand drive McLaughlin Special convertible coupe Model 46C. It has a cream colored body with red fenders and sidemounts. Currently it's in the UK being restored to run the "Rally of the Incas" next year. Thanks to **Paul DeLucchi** (#1246) in San Francisco for sharing this photo.

This 1937 Buick taxi photo was on the Internet. The car has a beige body with dark green fenders and a sealed beam headlight conversion. Does anyone know who owns this car?

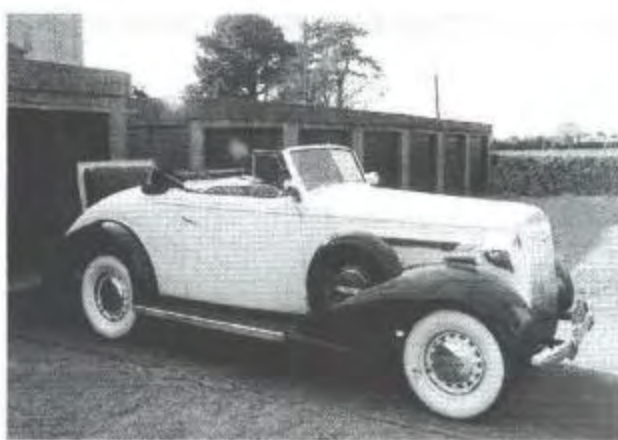


The artist's rendition of a '37 Buick resting in a field appeared on the cover of the May 13, 1999 Old Cars Weekly. The painting, called *Golden Rod* is by artist **Ruth Gamerdinger**. You can contact her in Wisconsin at (608) 462-8512.

The **1937-1938 Buick Eastern Club Meet** will be held June 6-8, 2001 in Gananoque, Ontario, Canada. This is on the Canadian side of the St. Lawrence river. **The Provincial Inn Motel in Gananoque** will be our base as we explore some natural wonders, some Canadian countryside and a little bit of history. We will visit Kingston and tour Old Fort Henry, then move inland to a small artisan village to explore and shop. On our way back we'll stop to view a private museum, a large collection of toys as well as big boy toys! Finally we'll hit the water, a cruise of the 1000 islands with a stop at a turn-of-the-century castle. Our hosts will **Bob and Doreen Ward (#114)**.

Please make your reservations directly with the **Provincial Inn in Gananoque, Canada. Phone: 1-877-837-7768. Be sure to mention the 1937-1938 Buick Club** to get our special rate of approximately \$42 US plus tax. A block of rooms are being held until **April 15**.

Happy



"... but officer, they told me I could drive as fast as I want to after it was broken in!"

MOTOR AGE, December, 1937

1937-1938 BUICK CLUB EASTERN MEET

Gananoque Ontario, Canada

June 6-8, 2001

This summer why not come on up north of the border for an International 37-38 Buick Club meet. Located on the St. Lawrence River in the heart of the 1000 Island Region of Ontario, the Town of Gananoque will be our home as we enjoy area attractions.

Our first touring day will see us move up river to the City of Kingston for a city tour and a walking tour of Fort York — built to protect the dockyards of Kingston against attack from our-not-so friendly-neighbours to the south.

Thursday we will head inland. Located on the Rideau Canal, the village of Merrickville has become a mecca for area artisans. Its many stores and shops should have something for everyone, but should you wish to just sit and watch the world go by, the canal and lock right in town should do the trick. Returning from Merrickville we will stop in Smith Falls for a tour of Hershey Chocolates.

For a change of pace, Friday we leave the cars and cruise the 1000 Islands with a stop-overer at Boldt Castle.



HOST HOTEL: The Provincial Inn Motel, 846 King St. E., Gananoque, Ontario, Canada. Please make your reservations directly with the Hotel at 1-877-837-7768 (Winter Office Hours: 9-4 EST). Be sure to mention the 1937-1938 Buick Club for our very special rate of \$62.00 Canadian (approx. \$42.00 US) plus taxes. A block of rooms will be held until April 15, 2001.

1937-1938 BUICK CLUB 2001 EASTERN MEET REGISTRATION

Name: _____ Address: _____

Name: _____

Phone: _____

Touring Car: (Year & Model) _____

Number Attending

- | | | |
|--|----------------------|-------|
| <input type="checkbox"/> Tuesday, June 5 | Welcome Dinner | _____ |
| <input type="checkbox"/> Wednesday, June 6 | Tour & Lunch | _____ |
| <input type="checkbox"/> Thursday, June 7 | Tour & Lunch | _____ |
| <input type="checkbox"/> Friday, June 8 | Cruise & Castle Tour | _____ |
| | Closing Dinner | _____ |

Your Hosts: Bob & Doreen Ward, 25 York St., RR #1, Sutton West, Ontario, Canada L0E 1R0
Phone (905) 473-9557

1937 Buick 1938 COVER CARS

This French bodied 1938 Special Convertible Coupe has been owned by Len Peterson of Wilton, New Hampshire for over 30 years. While on a trip to France, he met another collector who also owns a car like this. So there are at least two out there.

MY FRENCH BODIED *Convertible*

By Len Peterson (#1559)-Wilton, NH



This unique automobile is a green 1938 Buick Special Model 46C with a custom body by Letourneur & Marchand, Neuilly, Seine, France (a suburb of Paris). I have been trying to piece together the car's history.

In the glove box of the car was a flyer printed in French, which lists this car as a 4 passenger, 2 door convertible coupe with a trunk and 6 wheels (side-mounts) by (Letourneur) in parenthesis. It also lists several other special bodies by Janssen, another custom body maker. And it also lists the standard Fisher body models such as the 38-46C with a rumble seat (spider in French) and 38-46S Sport Coupe with jump seats (strapontin in French).

Buick		TARIF DES VOITURES		7 Mai 1938
				Livraison La Seine
Série 40 8 CYL. 33 cv.	40 C Carr. Phaeton, 6 plac., 4 port., 4 glac., 6 roues		116.700	
	41 Touring Sedan, 6 pl., 4 p., 6 gl. av. malle, 6 roues		87.000	
	46 C Carr. coupé, 2 pl., 2 p., av. spider 2 pl., 6 roues		88.900	
	46 S Sport coupé, 2 pl., 2 p., 2 pl. strap. int., 6 roues		96.900	
	48 Victoria coupé, 6 pl., 2 p., 4 gl. av. malle (Letourneur) 6 roues		96.800	
Série 60 8 CYL. 30 cv.	60 C Carr. Phaeton, 6 plac., 4 port., 4 glac., 6 roues		131.800	
	61 Touring Sedan, 6 pl., 4 p., 6 gl. av. malle 6 roues		111.400	
	66 C Carr. coupé 2 pl., 2 p., av. spider 2 pl., 6 roues		113.600	
Série 80 8 CYL. 30 cv.	66 S Sport coupé 2 pl., 2 p., 2 pl. strap. int., 6 roues		110.600	
	68 Victoria coupé, 6 pl., 2 p., 4 gl. av. malle 6 r.		111.300	
Série 90 8 CYL. 30 cv.	90 Touring Sedan, 8 pl., avec 2 strapontins, 4 p., 6 glac. avec malle, 6 roues		129.800	
	PO I Limousine 8 pl., avec 2 strapontins et séparation, 4 port., 6 glac. avec malle, 6 roues		189.900	
			180.500	

Ce tarif peut être changé sans préavis et ne constitue pas une offre ferme.

This particular car was purchased in July of 1938 by Baron Nicholas Stakelberg in Paris, and was owned by him until approximately July of 1967 when he died. It was then purchased by J. G. Wilson of Renfrewshire, Scotland, who kept it for about one year and then offered it for sale with an ad in the New York Times for \$1,600. I purchased it from him through the exchange of several letters and photos and one phone call.

Also, a friend had a trip coming up to Britain, and he arranged to look Mr. Wilson up and see the car. He wired me immediately that it was in excellent condition, so the deal was completed. Shipment was arranged. It was to arrive in New York on July 2, 1968. I received notice that the car had arrived and I could pick it up. I arrived in New York on Monday. It appeared that the car either had been lost or stolen since it could not be found all day Monday. The 95° F temperature added to the confusion of the whole affair. It wasn't until Tuesday noon that the car was finally located at a military terminal in Bayonne, New Jersey where it had been taken off with some military cars, by mistake.

My first glimpse of the car was pretty disheartening. The car was covered with a grease colored protective coating. It looked like one rusty heap. It wouldn't start, and once started wouldn't run well. In still 90° heat we finally (on Wednesday) got it running and went home.

With some minor adjustments and repairs, and the addition of tires, the car has really turned out nicely. The car had never know rust. It indicates low mileage and exceptional care. It has a unique three position convertible top. The landau bars hold it firm half way down as well as completely down.

It has individual type front seats and a full and



comfortable back seat with center arm rest in place of the rumble seat. It still has the original pigskin upholstery. It also came with fender skirts.

The car is exceptionally well made and very tight. It has British type turn signals on the side as well as later turn signals and reflectors on the front and rear. In the 1970's, the car had a new green paint job, top and other restoration done to make it a truly unique and beautiful car.



IN OUR FAMILY ALL ITS LIFE!

By Rob Whitson (#1550)-Renton, Washington



My 1938 Buick Special Sport Coupe Model 46S was purchased new by my father's aunt and uncle. They chose a black car with red wheels. Later my grandparents purchased the car from them. My grandmother drove the car until she died in 1974. My father inherited the car and we all drove it around town until about 15 years ago when it was left in the garage with a dead battery.

It never traveled very far from home and to date only has 68,000 miles on it. My 1997 car has almost as many miles! It was in surprisingly good condition with only a few minor dents and dings, very little rust, and almost all the original parts. It never received any special care and ended up on my grandparents farm, hauling hay as well as groceries!

After the battery died, my father decided not to renew the license and it just sat in the garage. He told me that he wanted me to have the car on the condition that I would have it restored and keep it in the family.

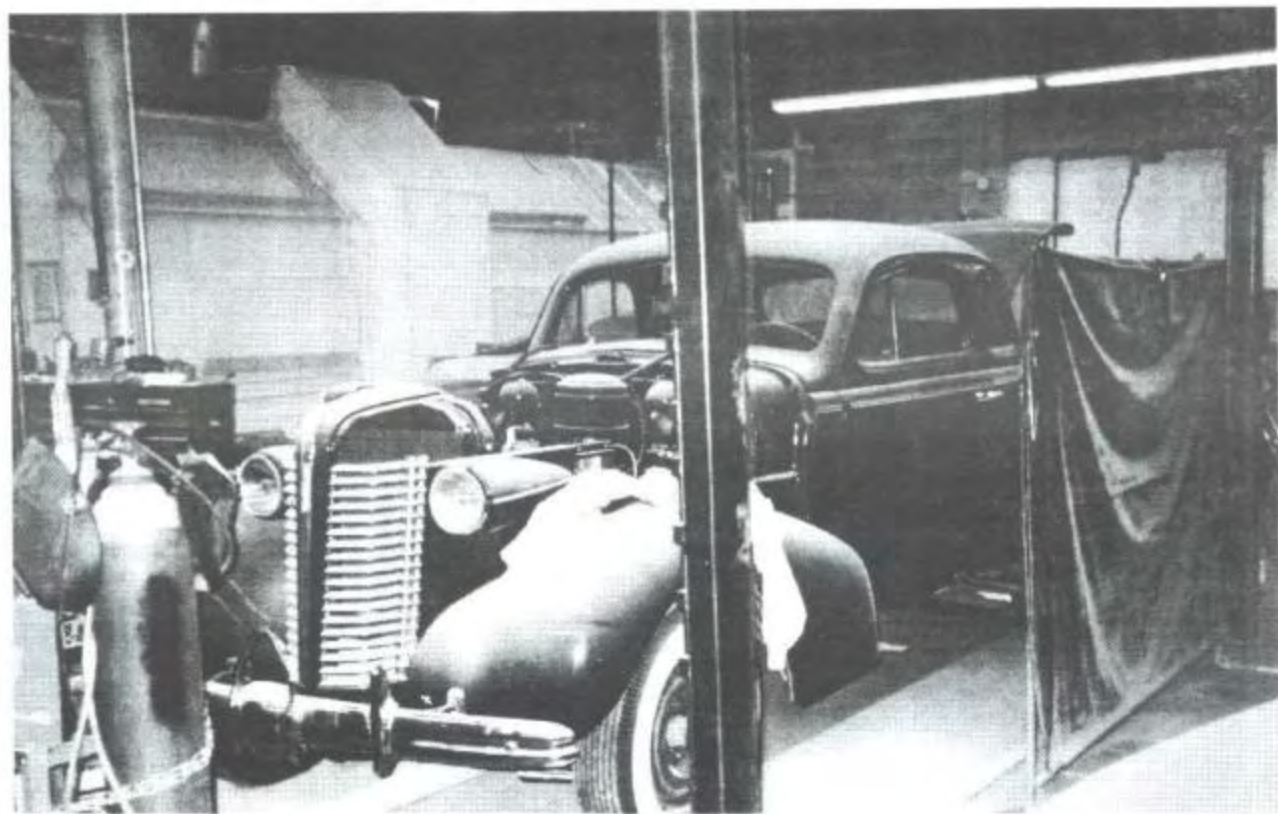
About two years ago, we hired *D & L Restoration in Everett, WA* to work on the car. Ironically, Everett is where the car was purchased new. I recently picked up the dash and interior parts that were restored by **Lauren Mately** (#46). He told me about the 37/38 Buick Club and now I am a member.

The car now looks better than ever and it is exciting to see it all come together.

"It never received any special care and ended up on my grandparents farm, hauling hay as well as groceries!"



"It never traveled very far from home and to date only has 68,000 miles on it."





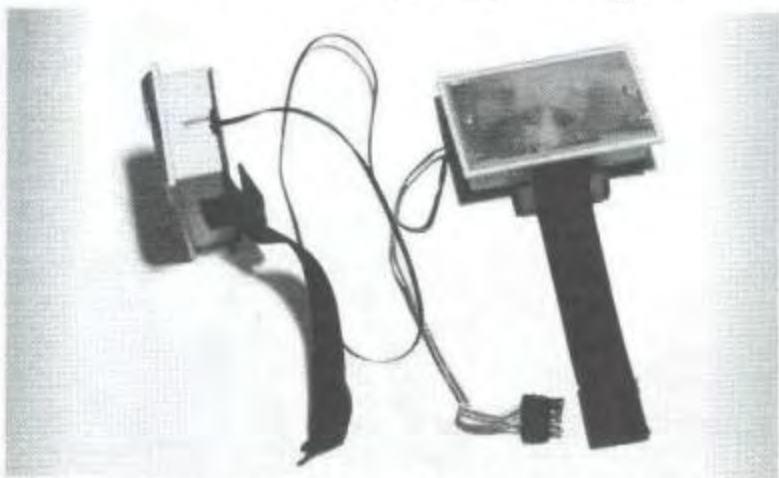
Technical TIPS

ADD-ON TAILLIGHTS

By Karl Bosk (#1154)-Escanaba, MI



When I travel in my '37 Convertible, I use these add-on lights as the standard Buick tail-lights leave a lot to be desired! They fasten with velcro and are in a light-weight plastic housing. For shows, all you have to do is release the straps and put the lights in the trunk.



I purchased them at a local flea market. They probably were surplus from RV (*Recreational Vehicle*) manufactures. They cost \$5.00 for the pair. Then I made a bracket of lightweight 22 gauge metal and pop riveted them to the back of the light housing. I used a washer on the inside to give the plastic additional strength.

Next I formed the bracket around the upper lip of the bumper. I padded the bracket with

thin foam rubber to protect the chrome on the bumper. I made up elastic straps with velcro on the bottom of the strap and bottom of the housing. They don't need much of a strap as they hang on the bumper.

They have 6 volt, 21 candlepower bulbs which is much better than the original #1154 three candlepower taillight bulb. Also, I spray painted the inside of the lights white for better reflectivity.

TO VEHICLE WIRING

THIS HARNESS WAS
LONG ENOUGH TO
REACH LIGHT

I USED TV ROTOR CABLE—
VERY LIGHT WEIGHT BUT
ADEQUATE FOR THE JOB



LEFT TAILLIGHT



RIGHT TAILLIGHT

I obtained a trailer flat 4 prong socket and plug harness. This I connected to the left light body and ran a 3 conductor cable to the right light body.

The 4 conductor harness gives you wires for 1-ground, 2-taillights, 3-left turn signal and 4-right turn signal. The 3 conductor cable to the right light body carries a 1-ground, 2-tail-

light, and 3-right turn signal.

The harness connects to the taillight circuits in the trunk. The flat harness fits nicely against the trunk weatherstrip when you close the trunk. This also could just be used for taillight and brake light only if you don't have turn signals.



Back Issues Still Available!

The following Back Issues of the Torque Tube are available for \$4.00 each postpaid in USA and Canada. All other countries \$5.00 per copy.

- 1991-1992 Volume X - Numbers 1, 2, 3, 4, 5, 6, 7, 8 & 9
- 1993-1994 Volume XII - Numbers 6
- 1994-1995 Volume XIII - Number 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Number 5 & 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6
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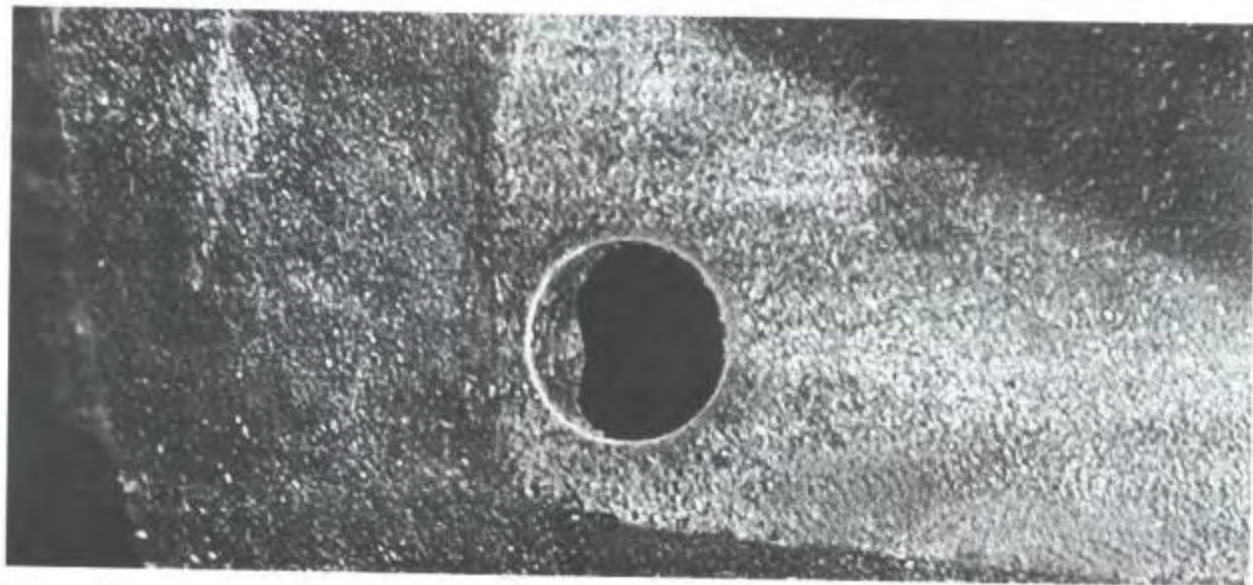
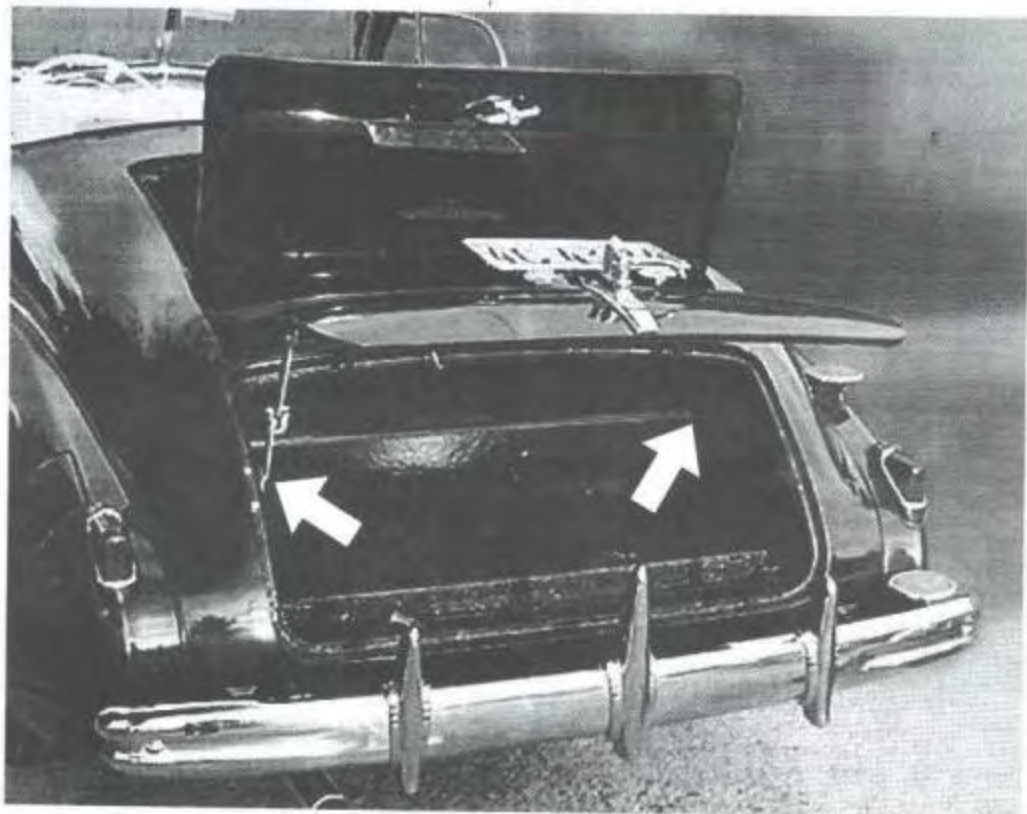
The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA



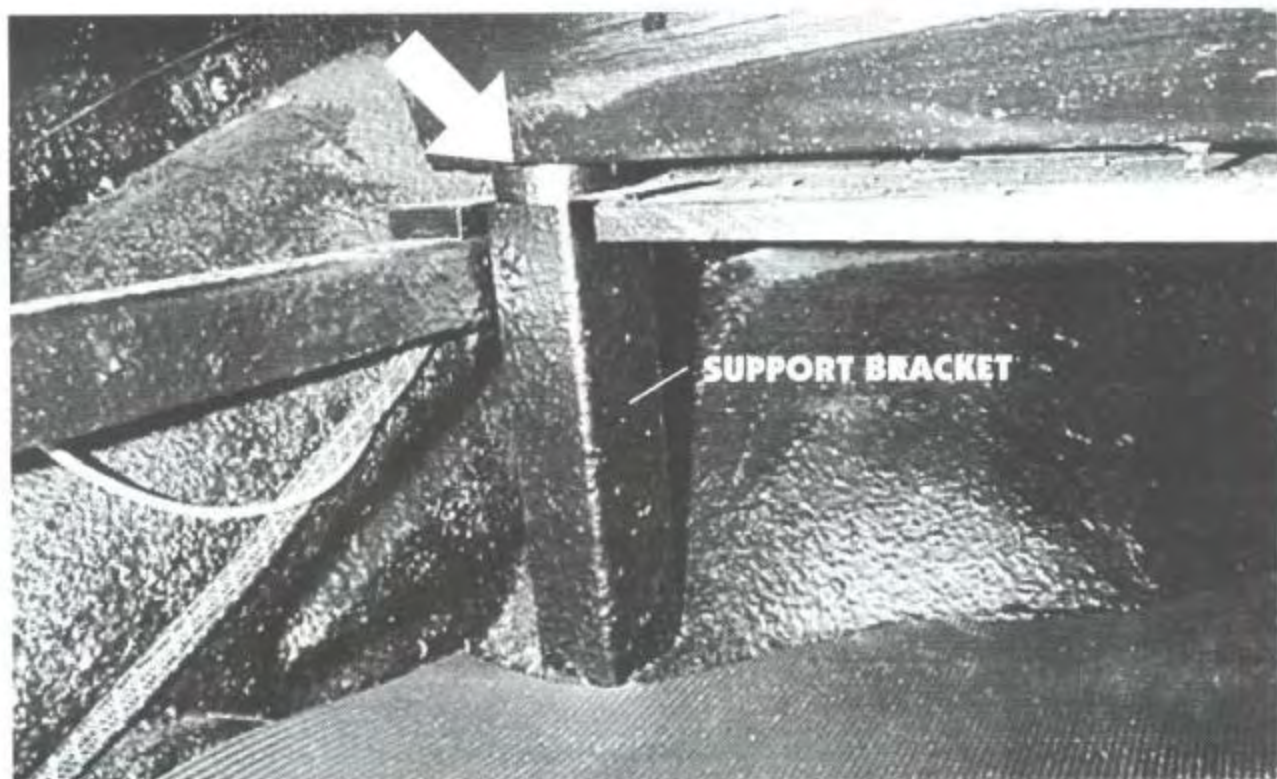
Technical TIPS

RUMBLE SEAT DRAINS

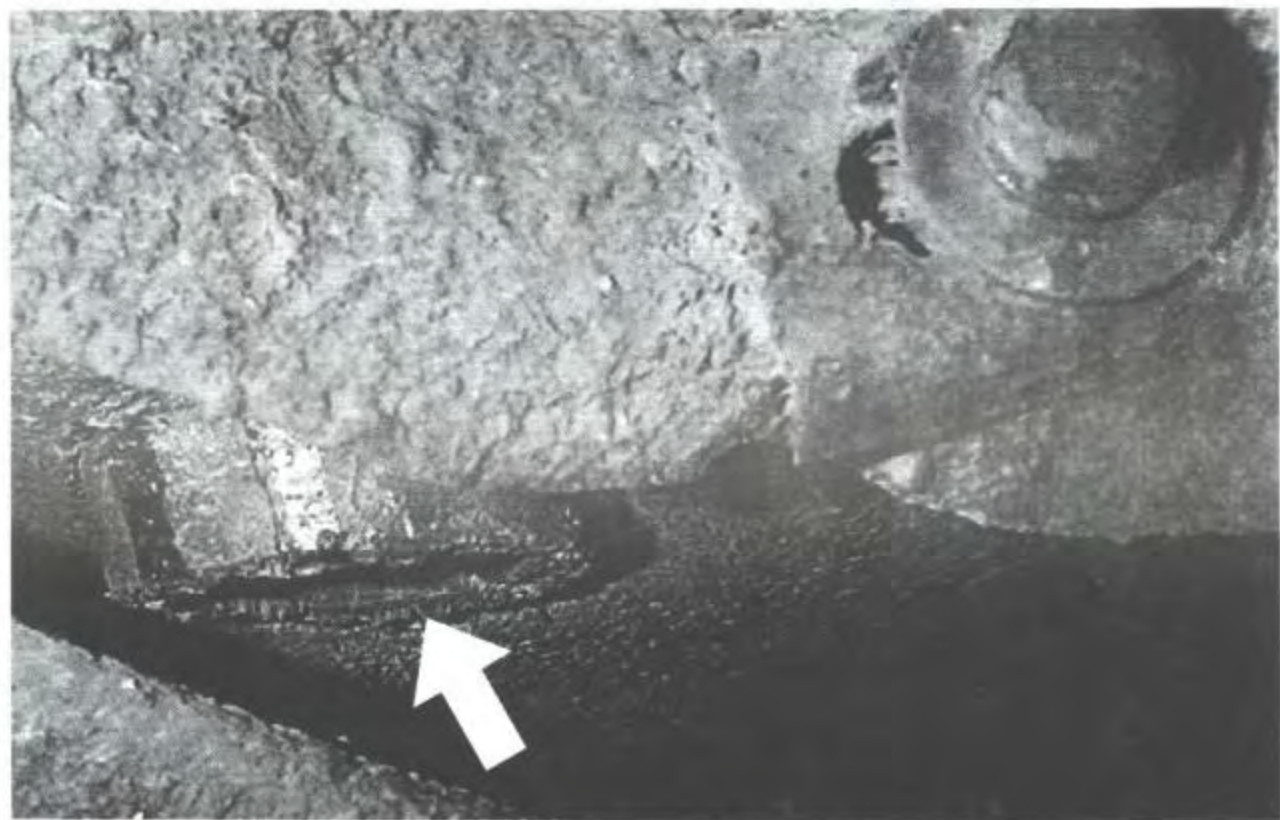
By Karl Anderson (#47)-Berryville, VA



Convertible coupe owners... check the condition of the two rumble seat drain hoses. They are located at the back of the rumble seat, one on each side. They drain any water that gets into the rumble seat including when you wash your car.



The hoses run behind the two support brackets in the trunk. If the hoses are not attached properly, or have cracks and holes, water will drain into the trunk area, leading to a rusty trunk.



The water should drain through this hose which goes through a hole in the bottom of the body just above the frame. There is one drain hole on each side of the body about a foot (30 cm) back from the rear bumper. Make sure the hoses are not plugged-up or rotted or they will leak water into the trunk area.

FRAME

- 1 A bent frame or cross member causes misalignment between the motor, clutch and transmission resulting in clutch chatter.
REMEDY. Check the distance between the front and rear axles on both sides of the car. If these distances are not the same the frame or cross member should be straightened.
- 2 Loose bolts in the cross member holding the transmission permit undesirable movement of the transmission unit with the subsequent misalignment.
REMEDY. Examine bolts holding cross member to frame and tighten if found loose.

MOTOR

- 3 Defective rubber motor mountings often throw the entire motor out of alignment, or permit excessive side sway as well as forward and rearward surge of the motor. Metal or spring type mountings can cause the same effect when loose or broken.
REMEDY. Check for deterioration of rubber and loose or broken parts. Replace any deteriorated rubber mountings or broken parts with new ones. Make sure that all mountings are tight and secure.

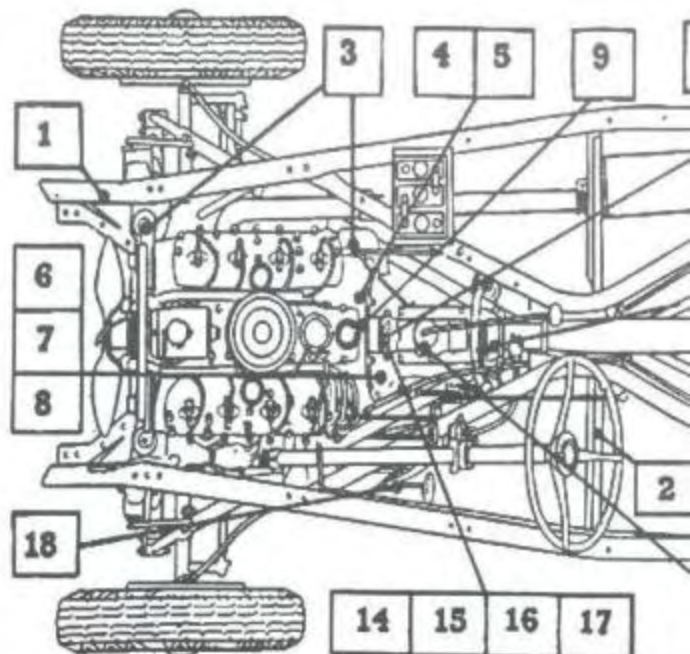
FLYWHEEL

- 4 If the flywheel clutching surface, pilot bearing recess or flywheel flange does not run true with the crankshaft the clutch assembly and flywheel will be thrown out of parallel with the clutch plate. Dirt or burrs between the flywheel and the crankshaft flange may cause this.
REMEDY. Check these three surfaces with an Accurate All-Purpose Dial Indicator Gauge. Maximum variation permissible at these places is .005 inch. Examine connection between crankshaft flange and flywheel and remove any dirt or burrs. Machine surfaces if necessary or shim up until alignment is perfect.
- 5 Grease, dust, or other foreign matter in the flywheel does not permit proper engagement between the clutch plate and the flywheel clutching surface.
REMEDY. Make sure that the flywheel is absolutely clean, dry and smooth.

HOUSINGS

- 6 Loose bell housing bolts cause the transmission to sag thus throwing the clutch shaft out of alignment.
REMEDY. Be sure that all bell housing bolts are tight and that the transmission is properly supported.
- 7 If the flywheel housing face or bore is not true with the flywheel serious trouble may result.
REMEDY. Check these surfaces with an Accurate Dial Gauge. If the dial indicates more than .005 inch runout these surfaces should be trued up.
- 8 A variation of more than .010 inch in the trueness of the bell housing parting line or an improper assembly of the bell housing sections will cause misalignment.
REMEDY. Check carefully. Make sure that the bell housing parting line is true with the flywheel and that the sections are accurately aligned with each other. Correct misalignment by machining or using shims.

CHECK CHART ON



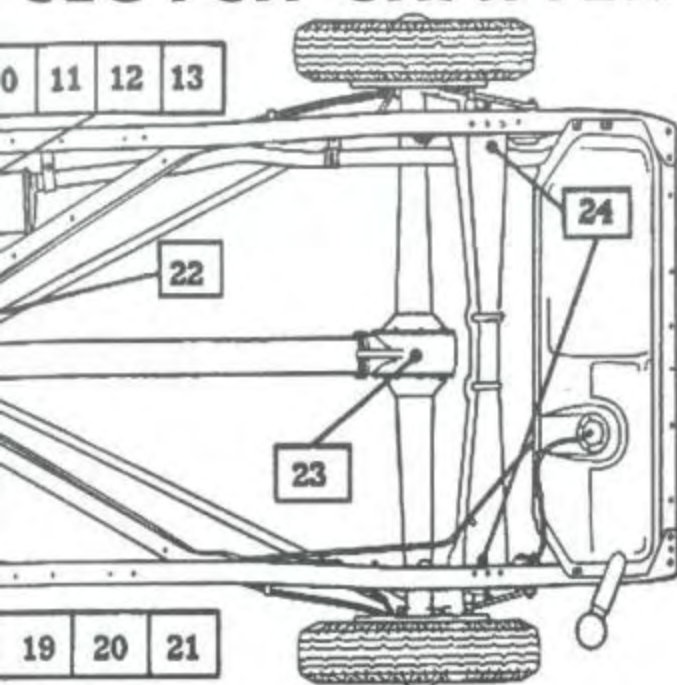
PILOT BEARINGS AND BUSHINGS

- 9 Poorly lubricated pilot bearing often wears too fast. Pilot bushings always show excessive wear because they operate without lubrication thus causing misalignment of the clutch shaft.
REMEDY. Replace worn bushings or defective bearings with new ones. Be sure they are correctly lubricated so that oil does not leak out and get on the facings of the clutch plate.

CLUTCH ASSEMBLY

- 10 Some type of facings, mostly those of the hard molded and woven compressed types, have a hard face and lower co-efficient of friction, and do not hold tight to the pressure plate or flywheel. Although this slipping is not noticeable in the power transmitted through the clutch it causes a glazed surface to appear on the facing, which causes the clutch to slip and grab when engaged.
If the crimp in the clutch disc is too stiff the facing has a tendency to form itself to the shape of the disc, causing the facing to glaze in spots.
REMEDY. Replace with a new Powerflex Plate. Facings on Powerflex plates provide correct engagement and long service. The new patented cushions in these plates are especially designed to provide softer, more flexible and more uniform cushioning.
- 11 Oil or grease on facings of clutch plate due to leakage from bearing or careless handling is bound to cause chatter.
REMEDY. Due to difficulty of removing grease and oil from facings the only remedy is to install a new Powerflex Plate or possibly apply new facings.

CLUTCH CHATTER



12 A bent clutch plate causes uneven engagement between the flywheel, clutch plate and pressure plate. This is sometimes caused by attempting to reface an old plate.
REMEDY. Install a new Powerflex Plate. While installing the new plate the transmission should be properly supported by an Accurate One Man Transmission Jack to prevent any possibility of the transmission weighing on the clutch shaft in the clutch plate hub and bending the plate.

13 Burrs on shaft or hub splines, a bent shaft or plate causes improper clutch engagement.
REMEDY. Clean off burrs on shaft or hub splines with fine emery cloth. Replace bent shaft with new one. Prevent burring by using an Accurate Clutch Pilot Tool to line up hub splines with pilot bearing in flywheel. Always try plate on the shaft splines for a free sliding fit.

14 Lack of effective cushioning, due to a heat flattened disc; or collapsed or uneven cushions, will cause chatter.
REMEDY. Install a new Powerflex Plate. Its construction assures uniform cushions of long life.

15 An uneven contact between the clutch plate and the pressure plate may be caused by the following:

1. Pressure plate lugs binding in cover of assembly.
2. Pressure plate binding on flywheel driving pins.
3. Release levers or pins binding in slots or holes.
4. Scored, warped, heat checked or cracked pressure plate.
5. Pressure springs of varying pressures at operating heights in clutch due to ununiform springs or loss of pressure through collapse.
6. Improperly adjusted release levers.

REMEDY. Rebuild Assembly. Make sure all parts fit without binding. Install new Accurate Pressure Plate if old one is defective. Use Accurate Spring Tester and install springs of uniform pressure. Adjust release levers according to Accurate Instruction Manual. Replace all worn levers or pins, particularly in non-adjustable clutches.

16 Pressure plate binding on driving pins or in cover slots provided for pressure plate posts or lugs.

REMEDY. Be sure flat side of drive pins are perpendicular to the flywheel, and pressure plate slides freely on pins or in cover slots.

17 Clutch cover bent in bolting to flywheel.

REMEDY. Straighten cover with wood or lead mallet or replace with a new one. In bolting cover plate to flywheel be sure of even tightening all around by giving one turn at a time on each bolt until cover is tightened.

CLUTCH PEDAL

18 Improper pedal adjustment causes chatter when clutch is engaged.

REMEDY. Loosen all pedal linkage and readjust clutch pedal. See pages in Accurate Clutch Manual for recommended pedal adjustments on various makes of cars.

TRANSMISSION

19 When transmission is improperly bolted to the bell housing a strain is placed on the clutch shaft and plate, often resulting in a bent plate.

REMEDY. Be sure transmission is properly bolted to bell housing. Replace bent plate with a new one.

20 When transmission and bell housing are in one piece a strain is placed on clutch parts if clutch housing is bolted to motor housing off center with flywheel.

REMEDY. Loosen bolts holding housing to motor housing, shift into high gear and apply clutch with motor running. This has a tendency to line up transmission after which the bolts may be tightened uniformly by one turn at a time.

21 Loose or worn transmission shaft bearing or gear.

REMEDY. Tighten loose parts and replace worn parts with new ones.

UNIVERSAL JOINT

22 Loose or worn universal joint or loose companion flanges cause backlash movement in clutch shaft and plate.

REMEDY. Replace worn parts. Be sure that companion flanges are securely bolted together.

REAR AXLE

23 A loose fit of the splined end of the axle shaft where it fits the differential gear; or loose wheel hubs often cause chatter when clutch is engaged.

REMEDY. Overhaul assembly. Install new parts where necessary. Pay particular attention to the keys and be sure that the hub is drawn up tight on the taper.

24 Loose or worn spring shackle bolts or spring clips.
REMEDY. Replace worn parts. Be sure that all parts are properly tightened when reassembling.



Technical TIPS

CLUTCH CHATTER HOW TO SILENCE IT

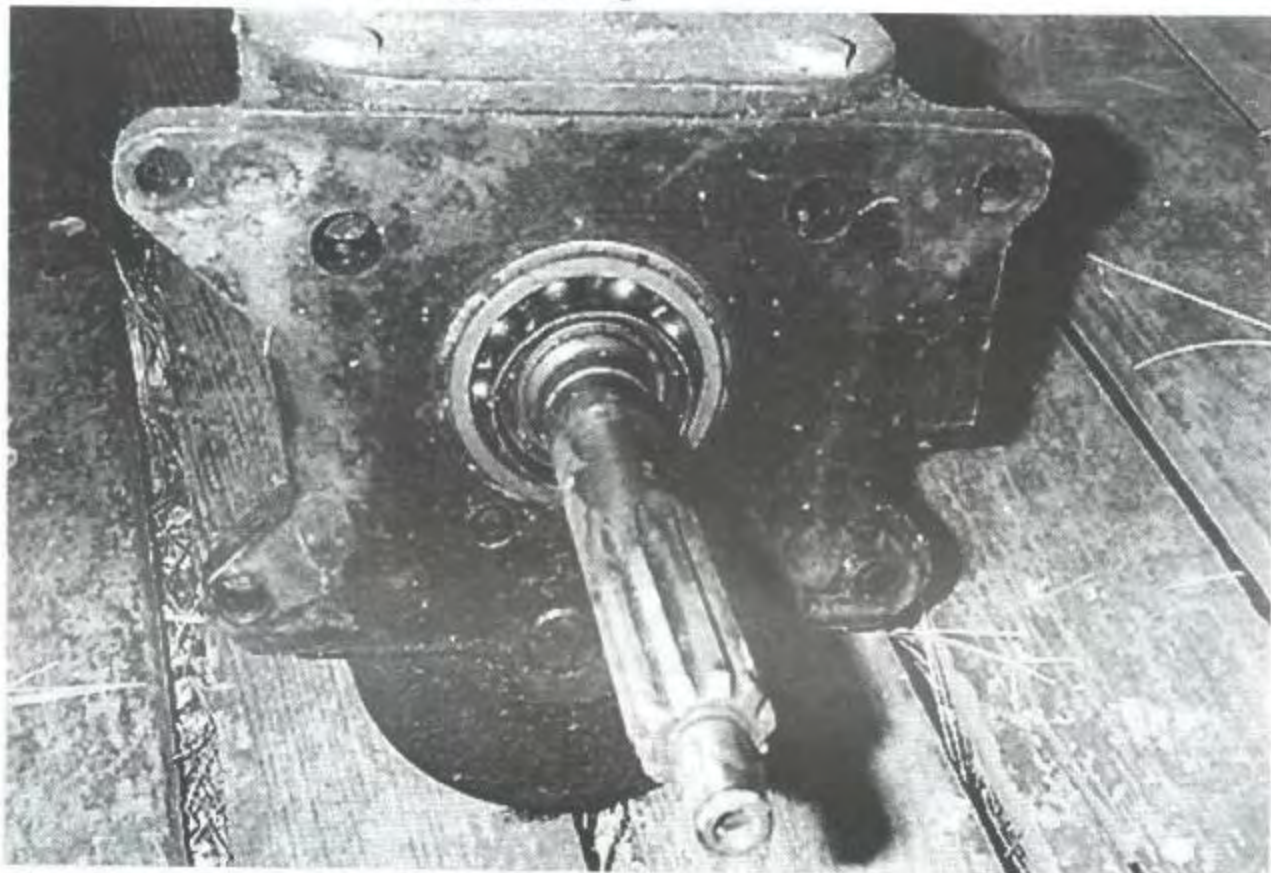
From the October, 1988 Torque Tube Vol. VII, No. 1

By Bob Pipkin-Salem, Oregon

"Clutch chatter on 37/38 Buicks is usually caused by: 1. Oil on the clutch disc or 2. A mechanical problem."

1. OIL ON THE DISC

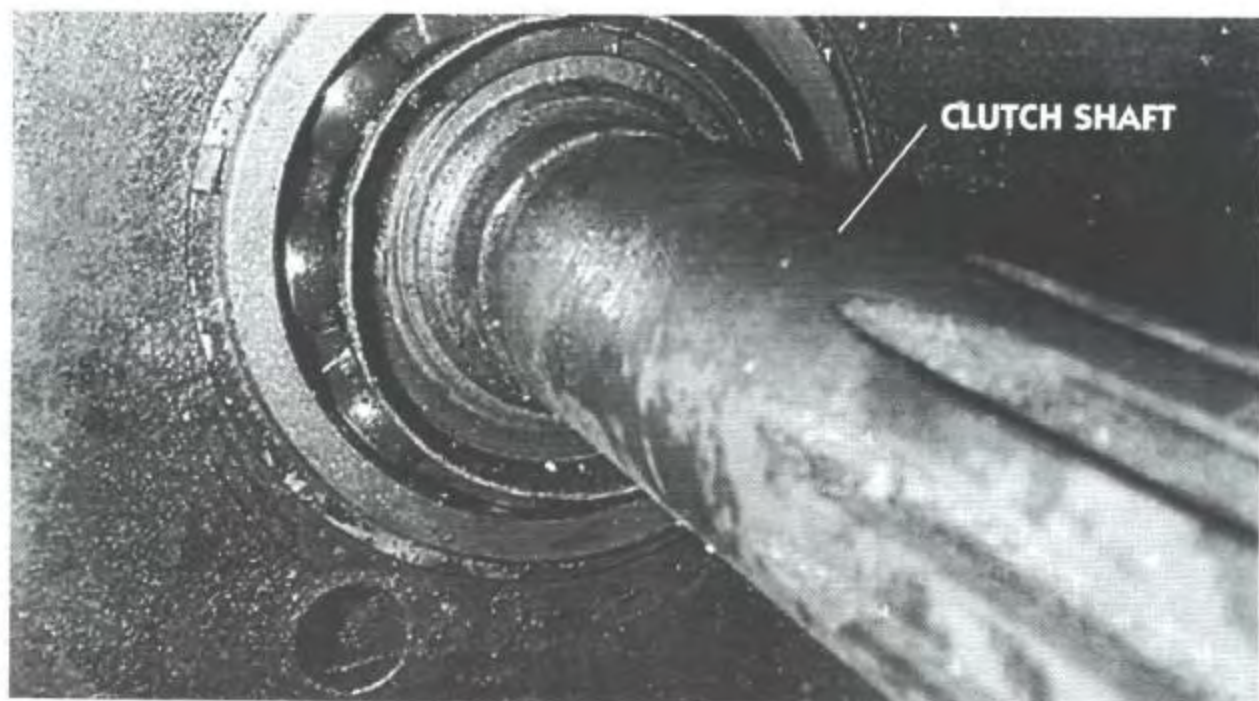
Oil can get to the clutch disc from the engine or the transmission. A faulty rear engine main bearing seal will allow oil to blow back on the flywheel and eventually work its way around and get on the clutch disc. A faulty or over-greased pilot bearing on the end of the crankshaft will also allow oil to work its way along the clutch shaft and onto the clutch disc. The obvious cure here is to replace the rear main bearing seal or the faulty pilot bearing.



The other source of oil getting to the clutch disc is from the transmission. A worn front transmission bearing or leaking transmission case where the front bearing is located can allow oil to creep forward on the clutch shaft and get onto the clutch disc. I correct this problem by using a double shielded front

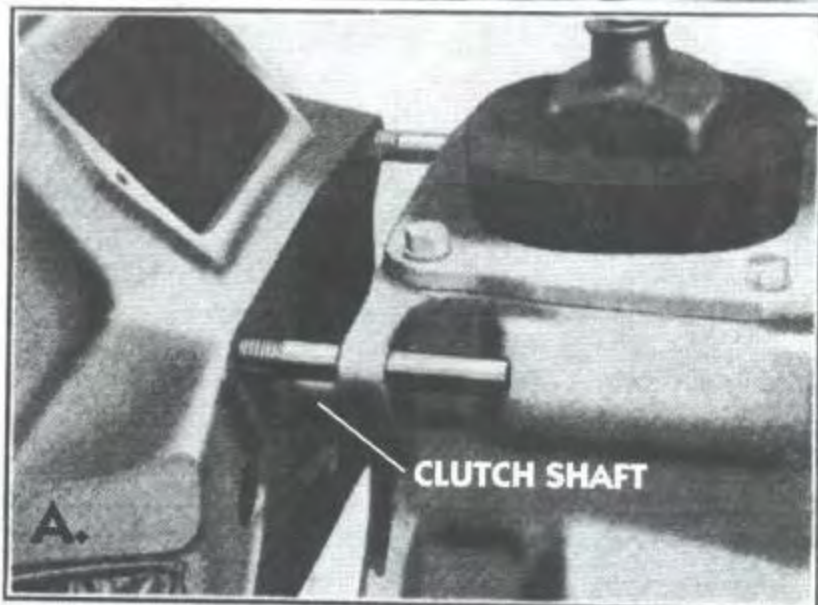
transmission bearing. And make sure there is a snug fit between the bearing and the transmission case. Always use a gasket between the transmission and the bell housing.

After all the corrective measures have been taken to correct the oil leak, then proceed to install a new clutch using these steps:



A. Always use guide dowels in the bell housing to support the transmission when you are trying to fit the transmission up to the engine.

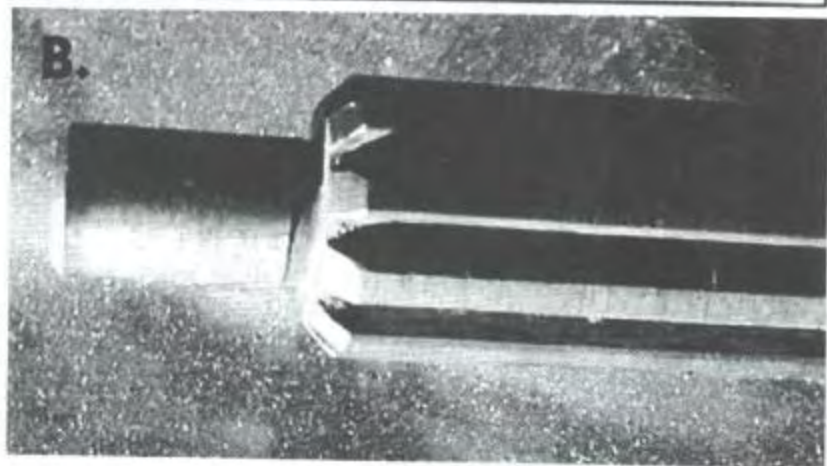
Slide the transmission very carefully onto the dowels until the clutch shaft splines engage the splines in the clutch disc. Then, the transmission should slide easily up flush with the bell housing. Install the four transmission bolts evenly and torque to specifications (20-25 pound-feet).



B. Apply a very small amount of high-temperature bearing grease to the pilot bearing in the end of the crankshaft.

The smooth end of the clutch shaft goes into the pilot bearing.

Apply a small amount of powdered graphite to the splines of the clutch shaft; mix with a little water to form a paste.





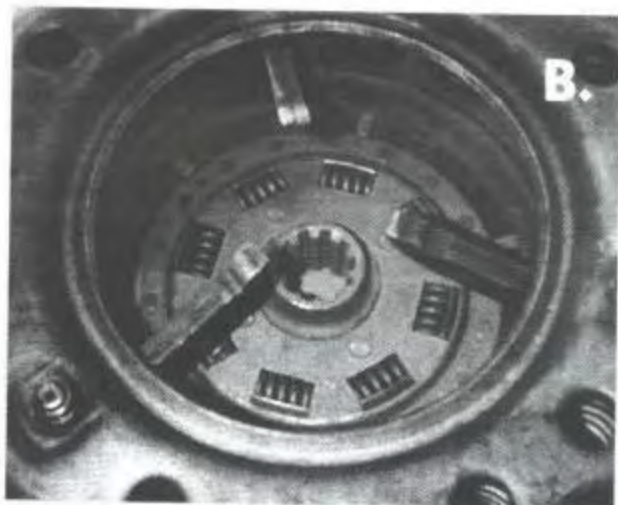
2. MECHANICAL PROBLEMS

Mechanical problems will also cause clutch chatter. Here are the most common problems:

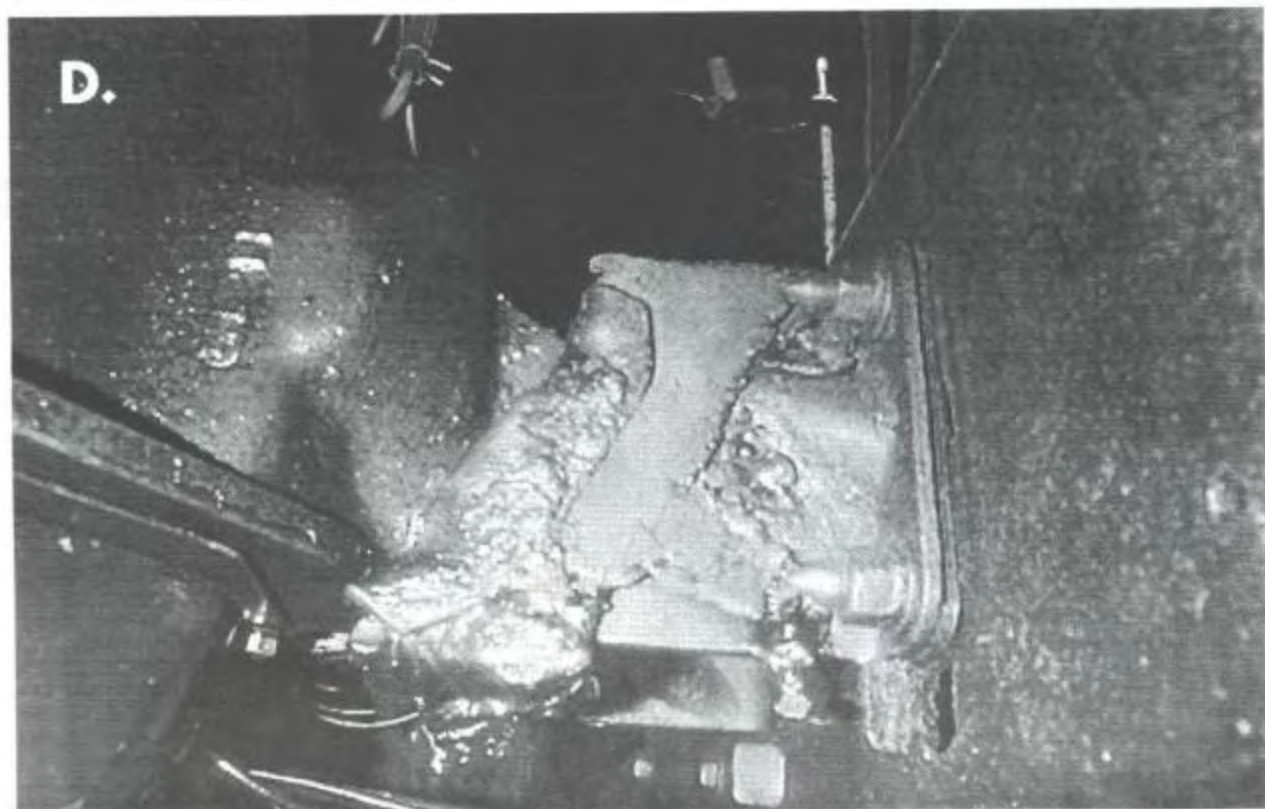
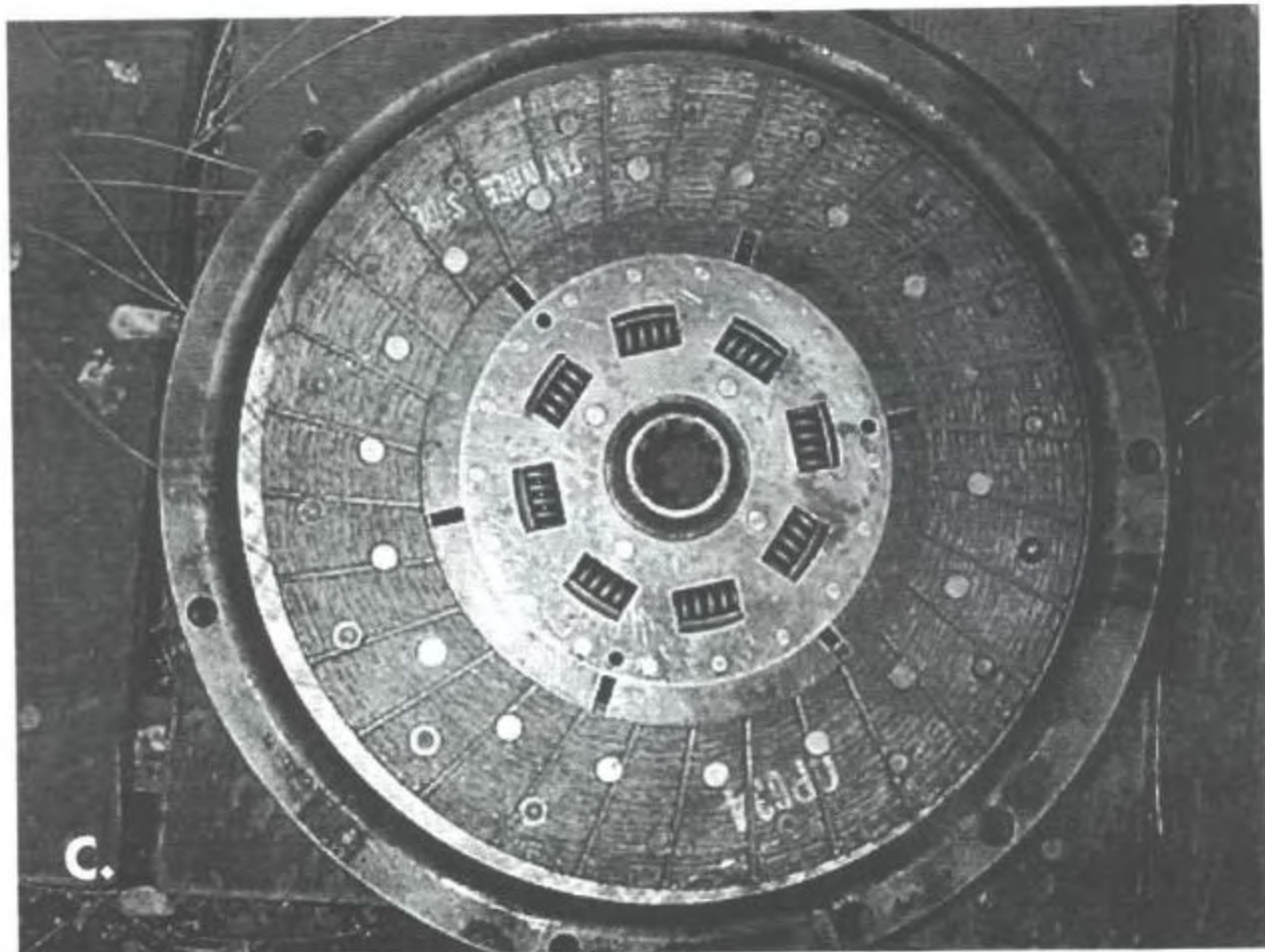
- A. Warped flywheel or pressure plate
- B. Clutch pressure plate fingers adjusted unevenly.
- C. Warped clutch disc.
- D. Bad rear motor mounts as shown in this photo. Could also be due to bad transmission mount.

The clutch disc should have no more than 0.025" (0.635 mm) "run-out" or it can chatter on engagement. Chatter can also occur if the three fingers on the pressure plate are not adjusted evenly. The flywheel should not have more than 0.055" (1.4 mm) run-out or it may vibrate and the clutch could chatter.

If good quality parts are used and care is taken in assembly, there should not be a clutch chatter problem. However, if all the precautions have been taken and there is still a slight chatter, I've cured it by slipping the clutch

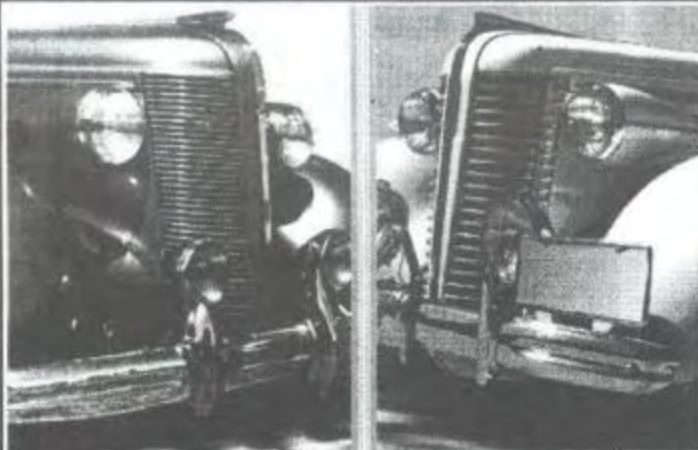


slightly in high gear. This will put a slight glaze on the surfaces of the disc and usually take out the chatter. Don't slip the clutch long enough to build-up heat; just ten seconds or so for a couple of time should do it.



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The 1937 serial number is on the frame just back of the right front wheel.



The 1938 serial number is under the hood on the frame near the starter.

Mail the frame number, the year of your Buick and its model number ie: 41, 66C, 81 or 90L etc., to:
Terry Dunham

PO Box 4057, Apopka, Florida 32704-4057 • E-mail: BuickOHV@aol.com

Information collected will be used to determine how Buick assigned serial number blocks in 1937 and 1938. Conclusions developed will be summarized and shared in an article to appear in a future Torque Tube. Every possible serial and model number that can be obtained will be needed to successfully complete the project. Thanks!

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AA-1 Stromberg carburetor, complete.....	\$200
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Special radiator.....	\$75
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Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
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Special splash pans.....	\$40 pair
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Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
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Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75

• 1938 PARTS

NOS Large Series U-joint.....	\$95
NOS throwout bearing.....	\$50
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NOS left taillight housing and base, no lens.....	\$50
Century motor, complete long block.....	\$500
Fender lights.....	\$100 pair
Limited door sills.....	\$75 set of four
Breather tubes.....	\$10 each
734Z starter with solenoid.....	\$50

(Parts For Sale continued from page 24)

Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$100 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
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Battery tray.....	\$20
Special manifold, complete.....	\$75
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NORS voltage regulator, new in box.....	\$60

• **1937 & 1938 PARTS**

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Dave Tacheny (#997)
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NOS Buick Parts

• **NOS 1937-38 PARTS**

Series 40 Connecting rod bolt and nut, have pair.....	\$2 pair
All series, shifter yoke to haft screw, 1st, revers, 2nd & 3rd, have two.....	\$1 each
40-60 Series, hubcap retaining clips for rims, have 8.....	\$0.25 each
Used horn ring.....	\$40
Ignition point set, NORS.....	\$5 each
Big Series Transmission counter gear bronze thrust washer, rear.....	\$3
Big Series Trnsmission counter gear bearing retaining washers.....	\$4 pair
Big Series Main Driveshaft snap rings.....	\$1
Big Series Transmission main drive gear bearing washer retainer.....	\$1
All series, muffler, NORS.....	\$80

(Parts For Sale continued from page 25)

• **1937 PARTS - Not NOS**

40-60 Series Locking Door handle, 1st type with offset shank, marked T19500... ..\$35 each

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(Parts For Sale continued from page 25)

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